

Gaining in Popularity
PRINZ LUDWIG
LIGHT PILSENER BEER
OF EXCELLENT QUALITY.
Per Case of 6 Dozen Pints
\$16.00.
Sole Agents:
H. Price & Co.,
118, Queen's Road.

The China Mail

ESTABLISHED 1845

DISTILLERS CO., LTD.,
EDINBURGH.
OLD TOM
AND
D. G. L.
DRY GINS
Per Dozen \$8.50.
Sole Agents:
H. Price & Co.,
118, Queen's Road.

No. 13,189.

號十月七年五零百九千一英

HONGKONG, MONDAY, JULY 10, 1905.

日八初月六年巳乙

PRICE, \$3.00 Per Month.

INSTITUTE OF HYGIENE CERTIFICATE.

THIS is to certify that the LAGER BEER of Messrs JOHN JEFFERY & CO. of Edinburgh has been passed by the Examining Board of the Institute of Hygiene as fulfilling the Standard of Purity and Quality required by them.
Issued this Second day of January, 1905.

PRICE:
\$16.50 PER CASE OF 7 DOZ.
PINTS.

MADEWEN, FRICKEL & CO.,
SOLE AGENTS.
Hongkong, July 4, 1905. 1815

Intimations.



NAVY CONTRACT.

TENDERS are invited for the supply of LABOUR and JUNKS in connection with the COALING of H. M. ELBERT, etc., at Hongkong for a period of 12 months from the 1st August, 1905.
Forms of tender can be obtained on application to the NAVAL STORE OFFICER, H. M. Naval Yard, Hongkong, and should be returned not later than NOON on 19th July, 1905.
Hongkong, July 5, 1905. 1303

WANTED.

TO SHARE A LAUNCH to do HOTEL WORK on the HARBOUR.
Apply to
Care of 'CHINA MAIL' Office,
Hongkong, July 8, 1905. 1320

WANTED.

A COMPRADORE by a European Firm doing Piece Goods and General Business. Must furnish Security for \$50,000.
Apply
Care of 'CHINA MAIL' Office,
Hongkong, July 8, 1905. 1301

NOTICE.

WE have this day authorised Mr. CARL ROBERT LENZMANN, to sign our Firm from this date.
CARLOWITZ & CO.,
Hongkong, July 8, 1905. 1300

NOTICE.

ALL Persons having Claims against Mr. JAMES R. SYMINGTON, Civil Engineer, are requested to send same in, in writing to his Attorney, WILLIAM JAMES HOBBS, O/O, the Undersigned when they will be promptly liquidated.
Unless such claims are sent in prior to the 21st July, 1905, no notice will be taken of them and they will not be recognised.
Dated the 5th day of July, 1905.
JOHNSON, STOKES & MASTER,
8, Des Voeux Road Central,
Solicitors for the said Mr. WILLIAM JAMES HOBBS, Attorney for the said James R. Symington.
Hongkong, July 5, 1905. 1302

COMMERCIAL UNION ASSURANCE CO., LTD.

ASSETS EXCEED \$70,000,000.

FIRE, MARINE, TYPHOON, ACCIDENT, PLATE GLASS INSURANCE and FIDELITY Guaranteed Policies issued at Lowest Current Rates.
W. H. TRINCHARD DAVIS,
Branch Manager & Underwriter,
Hongkong, June 9, 1905. 1128

THE POPULAR SCOTCH IS BLACK & WHITE



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS

By Appointment to

H. M. THE KING

and

THE PRINCE OF WALES

Supplied at all the Leasing Clubs and Hotels and can be obtained from **LANE CRAWFORD & CO.,** Queen's Road Central.

Business Notices.

W. S. BAILEY & CO.

SOLE AGENTS FOR
THE PULSOMETER ENGINEERING CO., LD.

STEAM PUMPS OF EVERY DESCRIPTION.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,553 tons, Captain H. D. Jones.
s.s. HONAM, 2,553 tons, Captain G. F. Morrison, R.N.R.
s.s. FATSHAN, 2,370 tons, Captain H. D. Thomas.
s.s. HANKOW, 2,073 tons, Captain C. V. Lloyd.
s.s. KINSHAD, 1,655 tons, Captain J. J. Lonsdale.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 6 p.m. (Sunday Excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days about 2 p.m. (See Special Summer Time Table).
Departures on Sundays at Noon. Departures from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 558 tons, Captain W. A. Valentine.
s.s. NANNING, 558 tons, Captain O. Burchard.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the:
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE,
Agents, **CHINA NAVIGATION CO., LTD.**

HOTEL BALTIMORE (LATE HOTEL AMERICA)

2, WYNDHAM STREET.
A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED. AIRY ROOMS. EVERY COMFORT FOR RESIDENTS AND TOURISTS. EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.
Terms Reasonable. Apply THE MANAGERESS.
Hongkong, June 21, 1905. 1151

PELHAM HOUSE.

PRIVATE HOTEL, CENTRALLY SITUATED.
THREE MINUTES' WALK FROM POST OFFICE.
SPECIAL TERMS FOR MONTHLY BOARDERS.
RATES MODERATE.
29, WYNDHAM STREET.
Hongkong, September 8, 1904. 1635

D. MAHER.

77, WYNDHAM ST., HONGKONG.
ALL Kinds of SEWING MACHINES BOUGHT, SOLD OR EXCHANGED. Repairs executed, expert advice given on all classes of Sewing Machines.
Orders by Post Receive Prompt Attention.
Hongkong, July 5, 1905. 1298

ANNOUNCEMENT.

HAVING RE-IGNED my Position as Manager of VICTORIA HOTEL, Canton, I now Accede to my Sincere gratitude to the distinguished gentlemen Constituting Canton Consular Service for Courtesies and good Offices, and to Shanghai Municipal Council for constant generous consideration, and my best thanks to Canton, British and Foreign Communities for liberal support to me while there.
A. FONSECA,
Late Manager,
Victoria Hotel.
Hongkong, July 5, 1905. 1298

SELECT BOARD & RESIDENCE AT 'BRAESIDE.'

A LARGE and COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large, Airy and nicely furnished Bedrooms, every home comfort. Fine view of the Harbour. Terms Moderate. Apply to
Mrs F. W. WATTS,
BRAESIDE, 20, MADDONNELL ROAD, (Late of 'TANG YUEN').
Hongkong, June 19, 1905. 97

ROYAL HAIRDRESSING SALOON.

No. 14, BEACONSFIELD ARCADE.
WE beg to notify the Public generally of Hongkong that we have just OPENED a First-class Tonsorial Hall at the above address. We make Cleanliness a Speciality.
VICENTE BARCENILLA, Proprietor.
Hongkong, April 19, 1905. 453

THE COMMERCIAL LAW AFFECTING CHINESE.

With Special Reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG.
Reprinted from the China Mail.
For Sale at the China Mail Office.
Price 1/6.

REWARD OF \$5,000.

OFFERED by the Undersigned for the Arrest and Conviction of any person or persons who are in the habit of Smuggling large Quantities of Opium into this Colony.
CHIN JOO HENG CO.,
OPPIUM FARMER.
Hongkong, June 19, 1905. 1179

ROYAL TOBACCO FACTORY.

3, BEACONSFIELD ARCADE.
HAVE always a FRESH SUPPLY of TURKISH TOBACCO. Our EGYPTIAN CIGARETTES are Fresh, as we make them every day. We can recommend them as First-class Smokes. We receive our Tobacco Fresh from Egypt by every mail. A Trial Order will satisfy the most sceptical. We do not compete.
T. E. P. SPYROPOULOS, Proprietor.
Hongkong, February 15, 1905. 325

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS, APPLY TO THE MANAGER.

Hongkong, April 18, 1905.

榮 CHEE WING & CO. 義

28 & 29, LEE YUEN STREET (WEST) HONGKONG.

DEALERS IN

ALL Sorts of COPPER, BRASS, STEEL IRON WARE, &c.
STEEL GIRDERS and TEES,
CORRUGATED IRON, PIG IRON, &c., Suitable for
SHIPS, ENGINEERS AND HOUSE BUILDERS.
Hongkong, May 29, 1905. 1227

NIPPON LAUNDRY.

No. 52 and 53, PRAYA EAST.
ALL Work done in this Establishment is promptly executed. Neatness a Speciality. Ironing and Washing done by experienced Japanese. Prices Moderate.
G. MONYÉ, Proprietor.
Hongkong, February 13, 1905. 308

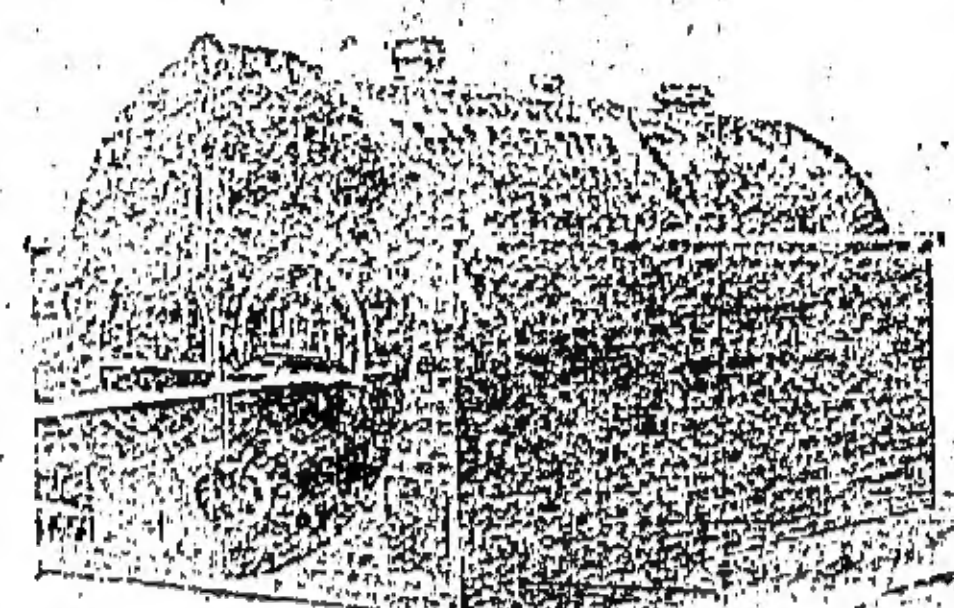
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BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON.)

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.



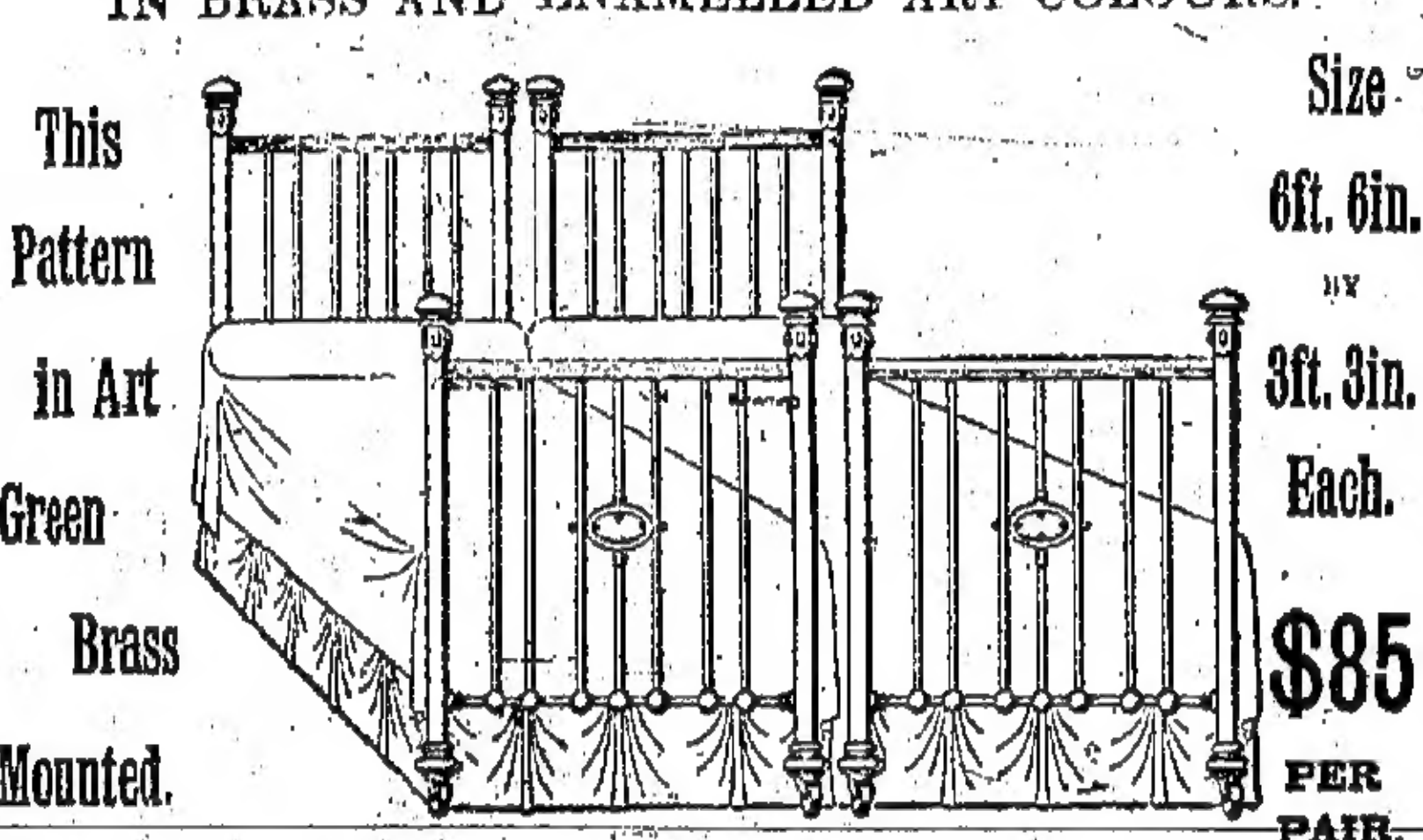
ESTIMATES GIVEN FOR WORK FINISHED COMPLETE. OR SUPPLIED IN Bags of 1 cwt. each.

Office: 6, DES VOEUX ROAD.

STANLEY BEDFORD & CO.

TWIN BEDSTEADS

IN BRASS AND ENAMELLED ART COLOURS.



LANE, CRAWFORD & CO.

The Peak Hotel.

ADIRABLY SITUATED AT VICTORIA GAP. Adjoining the Tramway Terminus, 1,400 feet above Sea Level. OPEN to the South Winds in Summer and protected from the North-East Winds in Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent islands for forty miles.
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.
Terms: From 12s. per day. TOWN OFFICE: 3, DUNDRELL STREET, Hongkong, March 27, 1905. CABLE ADDRESS: 'PEAKFUL'. 18

STAG HOTEL.

145, QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED. WELL FURNISHED AND AIRY BEDROOMS. Monthly Boarders accommodated on very Moderate Terms. For Particulars, apply to THE MANAGER.
Hongkong, November 3, 1904. 1685

CLARK'S STUDIO.

4, ICE HOUSE STREET.
PORTRAITURE IN ALL STYLES. AMATEUR WORK A SPECIALITY.
Hongkong, October 6, 1905. 1812

N. LAZARUS.

OPTICIAN. 10, D'AGUILAR STREET, HONGKONG.
SIGHT TESTED FREE. LENSES GRIND ON THE PREMISES.
A. S. TUXFORD, Manager.
Hongkong, October 1, 1904. 1797

D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.
THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in tattooing is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly hygienic, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. L. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3700 Recommendations which I have received from all Sources.
Hongkong, August 2, 1904. 1419

GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL, 1st FLOOR.

BEER

PILSENER.

\$13.00

Per Case of 4 Dozen Quarts.

Hongkong, July 10, 1905. 2110

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.
\$2.70 per Bag, 250 lbs. net, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.
Hongkong, March 7, 1905. 1368

FAIRALL & CO.

SEASON'S NOVELTIES IN ALL DEPARTMENTS.

NEW CONSIGNMENT OF CHILDREN'S SHOES & SANDALS.

DRESSMAKING A SPECIALITY.
22, QUEEN'S ROAD, OPPOSITE HONGKONG HOTEL.
Hongkong, May 20, 1905. 1026

HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE. THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.
A. F. DAVIES, Acting Manager.

THE CONNAUGHT HOTEL.

QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, SITUATED NEAR THE BANK AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES. Large and lofty Rooms Elegantly Furnished. Hydraulic Massage. Hot and Cold Water throughout. Special Rates for Tourists. Lunch Service for Guests.
For Terms, apply THE MANAGER.
13

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well Furnished and Airy Bedrooms. Monthly Boarders accommodated on very Moderate Terms. For Particulars, apply to THE MANAGER.
Hongkong, August 1, 1904. 1413

'NESTOR' SANITARY FLUID.

A CHEAP AND RELIABLE DISINFECTANT IN ONE GALLON AND FIVE GALLON TINS.

THE VICTORIA DISPENSARY,
Queen's Road Central, Hongkong.

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.
LEADING BOOKS.
Collins' Graphic English Dictionary; Japan in Pictures, by Douglas Sladey 2.50
Illustrated with Numerous Engravings, and 16 Full Page Coloured Plates ... \$3.00
The Pocket Atlas of the World ... 1.50
Coral Reefs, by Darwin ... 1.50
Braceley's Naval Annual, 1905 ... 13.00
Pictures of the Year, 190580
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Esop's Fables: Fully Illustrated, 1.50
Grimm's Fairy Tales; Illustrated, 1.50
Pear's Cyclopaedia85
Chamber's Concise Gazetteer of the World ... 6.50
New Book of Views of Hongkong, Canton and Macao; 24 Views ... 1.00
A Set of Post Cards, 23 for ... 2.00

KUPPER'S PILSENER BEER.

The best PILSENER in the East; ask for Kupper, and see that you get it.

Caldbeck, Macgregor & Co.,
SOLE AGENTS,
15, QUEEN'S ROAD CENTRAL.

Hongkong, July 3, 1905. 2110

TANSAN

A NATURAL MINERAL WATER, Bottled at the Springs at Takaradzka,

The Clifford-Wilkinson

Tansan Mineral Water Co.,

Limited, Kobe, Japan.

Per Case of 48 Bottles \$6.50
Per Case of 192 Bottles \$8.00

**Crisp,
Delicious,
Invigorating.**

Drink
the
World
Renowned
Nerve and
Muscle
Strengthening.

THE Original and Genuine is J. Clifford Wilkinson's.

ACTS gently, Acts pleasantly, Acts beneficially.

NOTHING else is so depressant.

SURELY marvellous.

AND worth its weight in Gold.

NOTHING else can replace its popularity.

TANSAN

Can be obtained at all 1st Class
Hotels and Bars in the FAR
EAST.

Beware of fraudulent
IMITATIONS.

THE only genuine TANSAN

Bears the name of

'J. CLIFFORD-WILKINSON.'

H. PRICE & CO.,

12, QUEEN'S ROAD,

Sole Agents for HONGKONG.

Hongkong, June 3, 1905.

WM. POWELL,

LIMITED.

ALEXANDRA

BUILDINGS.

EX 33. 'PESHAWUR,'

NOW ON SHOW.

A NICE SELECTION

OF THE

NEWEST

Millinery

also

Lace

Collars

Berthas

WILLIAM POWELL,

LIMITED.

HONGKONG.



Telephone No. 135.

BOTTLED ALES AND BEERS.

Ind. Coops & per doz. per doz.

Co. Ale 8, Pts. \$10.00 \$2.10

Days, Light 4, Qts. 18.00 4.50

Gravity Ale 8, Pts. 20.00 2.50

Do. 4, Qts. 18.00 4.50

Basin, Beer's 8, Pts. 26.00 3.30

Anstet Pilsener, 4, Qts. 16.50 4.15

Do. 8, Pts. 16.50 2.75

Prinz Ludwig 6, Pts. 16.00 2.70

Pilsener, 4, Qts. 16.00 2.70

Munich, Dark, 8, Pts. 16.50 2.75

Do. 4, Qts. 16.50 2.75

Blatz, American, 10, Pts. 28.00 9.85

Yelland, Japanese 8, Pts. 16.50 2.00

Light, 8, Pts. 16.50 2.00

BOTTLED STOUT.

Ind. Coops & per doz. per doz.

Guinness, Beer's 8, Pts. \$18.50 \$2.35

Head, 4, Qts. 19.00 5.00

Guinness, Beer's 8, Pts. 24.00 3.00

Head, 4, Qts. 24.00 3.00

SOLD AGENTS:

H. PRICE & CO.,

12, Queen's Road Central.

178

THE HONGKONG FROZEN FOOD

SUPPLY.

The

DAIRY FARM CO., LD.,

PROPRIETORS.

WE RECOMMEND A TRIAL OF

MARLENE.

EXCELLENT FOR COOKING

PURPOSES, AND OFTEN USED

INSTEAD OF TABLE BUTTER.

Price: 40 cents per lb.

ALSO

IN HALF-POUND PATS.

at 20 cents.

Hongkong, July 6, 1905.

1278

A. S. WATSON

& Co., Ltd.

WATSON'S

VERY OLD LIQUEUR

SCOTCH

WHISKY.

THIS

CELEBRATED

BLEND

OF

THE FINEST

WHISKIES

DISTILLED

IN SCOTLAND

IS CHARACTERISED BY ITS

FINE FLAVOUR

and

MELLOWNESS

ATTAINED ONLY BY

GENUINE

and

GREAT AGE.

Per Dozen \$16.50.

A. S. WATSON & CO.,

LIMITED.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

BIRTH.

On July 3, at Shanghai, the wife of J. R. HARDING, Imperial Maritime Customs, of a Son.

MARRIAGES.

On June 30, before Sir Pelham Warren, H. B. M. Consul, at Shanghai, and afterwards at Union Church, James Moore, 4th son of Robert Moore, of Liverpool, to Mary Eversham, eldest daughter of James Eversham, Shanghai.

On July 1, at the Holy Trinity Cathedral, Shanghai, WALTER EMMETT WOLSEY, second son of Arthur Wolsey, of South Kensington, London, to GEORGINA, second daughter of William Bourne, of Ilford, Essex, England.

On July 1, at Holy Trinity Cathedral, Shanghai, by the Rev. A. J. Walker, M.A., WILLIAM LEONARD, eldest (surviving) son of the late William Carby Thompson of Sydney, N.S.W., to MARY JANE, third daughter of William Godson of Elmfield, Campton, Gloucestershire.

On July 5, at H.B.M.'s Consulate, by Sir Pelham Warren, M.C.M.S., and afterwards at the Holy Trinity Cathedral, Shanghai, by the Rev. A. J. Walker, M.A., GEORGE MICHAEL BILLINGS, B.A., to NELLIE ROSA SCOTT, only daughter of Captain J. A. Scott, of the a.s. "Basil."

DEATH.

On July 3 at Mohkashan, Dona, infant daughter of Frank and Carrie Th. Rawlinson, aged one year and nine days.

MEMOS. FOR TO-MORROW.

Miscellaneous.

Goods per Peshawar not cleared at 4 p.m. on this date subject to rent.

General Memoranda.

WEDNESDAY, July 12.—

Goods per Peshawar undelivered after this date subject to rent.

Goods per Japan not cleared at 4 p.m. on this date subject to rent.

Goods per Peshawar undelivered after 4 p.m. on this date will be landed.

FRIDAY, July 14.—

3 p.m.—Auction of Leasehold Property at Messrs Hughes & Hough's Sales Rooms.

Goods per Glenlogan not cleared on this date subject to rent.

SATURDAY, July 15.—

12.30 a.m.—Meeting of The Hongkong Electric Co., Ltd., at Co.'s Office.

MONDAY, July 17.—

11 a.m.—Auction of 800 Logs Hardwood at No. 3, Wing Wo Chan, Mongkok.

3 p.m.—Auction of Leasehold Property, at Messrs Hughes & Hough's Sales Rooms.

Goods per Peshawar undelivered after this date subject to rent.

The China Mail.

HONGKONG, MONDAY, JULY 10, 1905.

EDITORIAL COMMENT.

OUR

ARCHITECTURE. 'Departed Visitor'

task upon its 'hollow-eyed skeleton-like

houses,' and incidentally blamed the

architects and asked 'can no other

grand type of architecture be devised

than that which so pervades Surrey and

Sussex? We have on several occasions

pointed out that it is always the griffin

or the fleeting bird of passage who can

tell us how to run this outpost of

Empire, and this outbreak of 'Departed

Visitor' is but a specimen of the out-

spoken ignorance which goes home and

is circulated amongst the greedy readers

of the Mother Country. We published

the article merely for the amusement it

might afford, and we mention the

matter now merely to disillusion others

who might have it in their heads

that our architects are bereft

of originality or resource. That there

is a monotonous sameness about the

majority of our buildings must be ad-

mitted. But there is scarcely any

getting away from it. Climatic con-

ditions render it necessary that wide

balconies should be built round

residences, and where there are veran-

dahs there can be little variation in

design. Whether the arch is turned in

classic or common and garden variety

style, the 'grinning jowl' appearance,

as 'Departed Visitor' calls it, will be

present, and if he could suggest a more

artistic way of getting over the difficulty

he should have presented it. Apart

from the climate, however, the Govern-

ment has something to say as to how a

house should be built—though it must

be confessed they do not in every case

adhere to their own ordinances—and

they limit height and width. It is

ordained that no building shall be

more than one and a half times higher

than the width of the street in which it

is to be erected, and further—that

verandahs shall be a certain width.

This is all very well in its way, but it

robs the architect of opportunities to

break the dull monotony, and causes

the administrators of the ordinance to

make flesh of some people and fowl of

others. But this is apart. The point

is that criticising globe-trotters

should consider the causes before they

condemn. Our architects have done

well under the restrictions placed upon

them, and they would do better if the

LOCAL AND COAST NEWS.

A Korean 7 per cent loan of Y2,000,000 is to be issued at 95 in Japan, by the Daiichi Ginko.

The civil administration at Port Arthur was inaugurated on the 25th ult. Mr Nankani being at its head.

The Peking Legation ladies were entertained at the Summer Palace on the 23rd ult. They were escorted by the Peking Police.

Mr H. Schroeter, head of the firm of Tolge and Schroeter, Tientsin, was accidentally shot while out with a shooting party at Detmold on the 24th ult.

The Russian Government is reported to intend laying a line of railway from Stretinsk to Harbin along the Amur, as originally planned, for which the easier line through Manchuria was afterwards substituted.

The Rev. F. T. Johnson (Chaplain of St John's Cathedral) returned to the Colony this morning by the French Mail steamer from the north. Mr Johnson has been absent for about a month and during that time visited Japan.

Recently the Hon. Mr Gershom Stewart asked in the Legislative Council a question regarding the clothing of the unfortunate destitutes who came within the pale of the law. We hear that henceforth such men are not to be attired in prison clothes. This should please those who, like the Rev. J. H. Francis, interest themselves in the unfortunate poor.

Rear-Admiral Dicken.

We hear that a telegram reached the Colony on Saturday announcing that Commodore Dicken has been promoted to be a Rear-Admiral. As is usual Rear-Admiral Dicken will leave the Colony shortly, but so far no idea of who his successor is likely to be can be obtained.

A Storyteller.

In the summary of the morning of the Supreme Court, this decision, before His Honour Mr A. G. Wise, Lok Teon Tong proceeded against Chim Ngo to recover \$15.60, balance due for goods sold and delivered. The plaintiff produced evidence showing that the defendant was formerly engaged supplying groceries, etc., on board the steamer "Shun Lee," and while trading in that capacity obtained certain goods from his shop for which he paid \$27, leaving a balance due of the sum mentioned. The defendant denied having received the goods and all responsibility in connection with them. His Honour gave judgment for the plaintiff, with costs, remarking at the same time that he had no hesitation in saying that the defendant was a storyteller.

A New Reckoner.

We have been favoured with a copy of Mr W. de Vos' 'Trade Calculator and Ready Reckoner,' which he has just published. The publication is comprehensive to a degree and is an elaboration of a former Reckoner, by the same author, but the present edition contains many new and valuable editions wanting in the previous edition. In the preface Mr de Vos says:— 'The original work consisted merely of Exchange Tables for the conversion of sterling money into rupees and cents and vice versa,' but the book now before us has in addition 'exchange tables dealing with Persian, French, German, Danish, Dutch, American, Russian, Siamese and Japanese money.' Besides this, there are 'tables of interest, freight calculation, monthly wages, commission and brokerage and discount; together with a number of other specially useful to the Government, the Banker, the Merchant, the Planter and all other business and professional men.' It is far easier to enumerate the various directions in which this book can be of service to the public than to mention anything of utility in the way of calculations omitted from its pages. There are no less than 87 different forms of tables, and among other information supplied in a handy form are: useful Weights and Measures, Stamp Duty on Foreign Bills, Postal and Telegraphic Information. The book should prove of inestimable value to business men; it is well bound and printed. Mr de Vos' address is Kandy, Ceylon.

PRESENTS of jewellery to the murdered King Alexander of Serbia from Queen Victoria, the Kaiser, and the Sultan of Turkey, are shortly to be sold in Vienna.

MEN OF SENSE can appreciate a good thing. That's why so many of them take Stearns' Wine of Cod Liver Oil when they feel the need of a good tonic and blood builder. Tastes good, does good.

A direct descendant has been found, says the St. Petersburg "Novoe Vremya," of the Hetman Doroshenko, who died in London, and is said to have left a fortune of \$7,200,000.

Recommended by Dealers Everywhere.

MR. M. Links, a storekeeper at Carcross, N. S. W., Australia, says: 'I never fail to recommend Chamberlain's Colic, Cholera and Diarrhoea Remedy, because I know it is good.' You make no mistake when you buy this medicine. Dealers all over the country will tell you the same thing. Sold by All Dealers; WATKINS & Co., Ltd., General Agents.

Be Firm.

WHEN you ask for a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy, do not allow the dealer to sell you a substitute. Be firm in your conviction that there is nothing so good. This medicine has been tested in the most severe and dangerous cases of cholera, colic and diarrhoea, and has never been known to fail. For sale by All Dealers; WATKINS & Co., Ltd., General Agents.

STEARN'S HEADACHE CURE, can be obtained from all dispensaries (quickly by post). Never be without the Genuine.

Tooth-brushes and tooth-powder are to be supplied to all the inmates of the Austrian prisons.

TURKISH Ministers have advised the Sultan to raise loans both in Germany and France for the purchase of armaments. The proposed total is about \$4,000,000.

STEARN'S WINE OF COD LIVER OIL is the recognized leader of invigorating tonics. While it is so serviceable as a medicine, it is free from obnoxious taste and unpleasant action.

An Army Order recently promulgated states that it is to be decided that defective color vision shall no longer disqualify candidates for commissions in the British Army.

Contracted Chronic Diarrhoea While in the Philippines.

WHILE with the U. S. Army in the Philippines, I contracted chronic diarrhoea. I suffered severely from this terrible disease for over three years and tried the prescriptions of numerous physicians, but found nothing that did me any good until I tried Chamberlain's Colic, Cholera and Diarrhoea Remedy. Two small bottles of which entirely cured me and I have since had no return of the disease.

HENRIAN STEIN, 212 N. Union Ave., Pueblo, Colorado, U. S. A. For sale by All Dealers; WATKINS & Co., Ltd., General Agents.

Assistance had been sent from Japan to the Rev. Mr Sharp, M. E. Mission, who was reported to be in danger of his life at Noini in Corea.

A new 3-cent stamp has been issued to commemorate the taking over by Japan of the Korean postal service.

A Chinese boy was drowned in a water hole in King's Park, Kowloon, on Sunday. The body was subsequently recovered.

THE 'TRAVANCORE' CASE.

THE MARINE COURT INQUIRY.

The inquiry into the circumstances surrounding the stranding of the sailing ship "Travancore" (Captain W. G. Chamberlain) and into the charges made by the crew against the Captain, was continued to-day at the Marine Magistrate's Court.

The Court consisted of the Hon. Captain L. A. W. Barnes-Lawrence, R.N. (President), Lieut. C. K. McCallum (H.M.S. "Tamar"), Captain Pybus ("Empress of Japan"), Captain St. John George ("Macquarie") and Captain Robb ("Taiping").

Mr. O. D. Wilkinson (of Messrs. Wilkinson and Galt) appeared on behalf of Captain Chamberlain; Mr. John Hays (of Messrs. Johnston, Stokes and Master) represented the crew, but the crew were not represented by a solicitor.

T. Ward was recalled and questioned by Captain George—I was at the forecastle when the captain fell over. It is customary to flatten the sheets when the helm was hard over and I did not know the helm was over and received no orders to flatten sheets. When the mate called me aside he did not say he would put a hole in her. What he said was that he would go down in the lazarette and scuttle her. I thought it would be possible to knock a hole in the ship with a hammer and cold chisel. I did not report the mate's remarks to the captain because I had reason for believing that the captain knew of the mate's intention. The captain was in his cabin and it would have been impossible for the mate to have knocked a hole in the ship without the captain hearing it. I first thought of bringing this charge when the captain and a reporter accused me of cowardice. That was when the "Robert Cooke" arrived. I intended to bring a charge against the first mate before being accused of cowardice.

By Mr. Hays—It was in the forenoon that I saw the captain lying on the rail—I stated that I thought it was in the afternoon, but then I said I was not sure. I did not talk this over with Mitchell. I considered it myself.

By the President—When the "Robert Cooke" towed the ship off the rocks we were in the boats, having been ordered to do so by the captain. The "Likin" afterwards took us in tow and towed us to where the ship was anchored.

By Mr. Wilkinson—The officer on board the "Likin" called us and said that the ship was afloat. I was standing by the galley, having been awakened by a heavy downpour of rain, and saw no lights. We were inside half a mile from the "Travancore" then and were in the lifeboats within a couple of minutes, but when we reached the ship she was on the rocks bumping heavily.

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By Lieut. McCallum—No rush was made to go on board the "Travancore," we had no idea of salvage.

By Captain Pybus—I thought the captain had the idea of abandoning the ship because he said "It's no use putting a tow line out; she'll sink in deep water" and the crew abandoned the ship last night.

By Mr. Hays—I heard the captain remark that the ship had floated off and changed her position. I went on board during the night because the tow rope was sagging, the lashing having carried away. When I got on board I saw the chief mate of the "Travancore" putting fresh lashing on.

By Mr. Wilkinson—I am positive there was only one hawser out.

D. A. Purvis, foreman engineer Kowloon Dock, said—I was on deck when the boat containing Captain Chamberlain drew near. The latter seemed to be alright—he was worried about his ship. Witness then detailed the position of the ship. Witness said he took his time going on board—there was no rush. He told the captain that the ship was not as bad as he (the captain) had made out.

By Captain Pybus—A hole could be put in the ship's bottom with a cold chisel and hammer.

By Captain George—It would take a man about half-a-day to make a hole.

By Mr. Wilkinson—I heard one of the crew remark he was going to save his life. James Holland, steward, gave evidence. He saw the captain in his room at 4.40 a.m. on May 31, and later on at breakfast (8 a.m.). The captain's manner was as usual—he was perfectly sober.

By Captain Pybus—I have never seen the captain take any drink. He has not a private stock of liquor. They had two bottles of gin on board which were drunk between them all. They had two gallons of rum brought up from Hongkong, but none of the men had any and it was thrown overboard. Neither the captain or his mate had any of the rum.

By Captain George—When the charges against the captain were shown to me, I declined to have anything to do with it. I did not say whether they were true or not. L. Gordon, senior apprentice, said he was at the wheel on May 31. The captain was on the poop during the time. Witness was there and gave witness the course to take. The captain leaned on the rails at times, looking over, and just after the pilot left witness saw him half lying and half sitting on the deck—witness did not see him fall. The deck was wet and the vessel had a motion. After getting up the captain went below.

By Captain Pybus—While the pilot was there the captain did not act as though not sober. It was possible to see the captain, when he fell, from the forecastle head.

By Mr. Wilkinson—The ship was not very fast but was very handy. I never saw her miss stays before; she has tacked before in ballast. The men were a little disorganised when the ship missed stays.

W. Wall, carpenter, gave evidence concerning the nailing on of the covers of the life boat.

Proceeding.

By Mr. Wilkinson—The effect of the wind would be to press the ship further on the rocks.

By T. J. Roberts, chief mate—The crew set the main sail, but not the mizzen. The men did not refuse to set the sail on the mizzen. They pointed out that the setting of the sails would drive the ship on the rocks, and the mizzen was not set.

T. J. Roberts, the chief mate, said the stream anchor was put out about 12 o'clock on June 2, when the men let go before enough line was out. This was the first he had heard of the charge made by Nash.

A. A. Mott, chief mate of the "Robert Cooke," said that the crew alleged the "Travancore" at 6.50 a.m. on June 3, and he saw her port side was nearer shore. When he first sighted the vessel he saw two lifeboats lying about four or five cables off, and the "Likin" was lying about four cables from the "Travancore" and at anchor. Neither of the boats went to the "Travancore" after the "Robert Cooke" sighted them before the tug lay to. Captain Chamberlain did not board the "Robert Cooke" but remained in the lifeboat.

Captain Chamberlain said "You have arrived too late; the bottom is out of the ship; the rocks are through her bottom and she is full of water." He did not see anything wrong with the master of the ship. The captain of the "Robert Cooke" called the "Travancore" to bring the lifeboat alongside and witness and Mr. Purvis went to examine the "Travancore." The ship had a heavy list to starboard and was bumping heavily. Some of the sails were hanging loosely; the fore, lower topsail might have been set, but witness was not sure. There was only 18 inches to two feet of water over the bottom on the starboard side. Witness told the captain the ship could be towed off and banded, but the captain did not think so, remarking that the vessel would sink in deep water. Witness and Mr. Purvis finally persuaded Captain Chamberlain to let them have a tow rope and the crew were called to pass a tow line out over the starboard bow. The orders were given in a proper manner by the master and carried out. When the tow line was made fast excepting the captain and chief mate left the sailing ship. In witness' opinion none of the crew should have remained on board the ship. Aided not hear any orders given for the men to leave the ship. The manner in which they put out the tow rope was peculiar. I saw nothing wrong with either the captain

or the chief mate. Witness saw a blow out on the starboard quarter, whether a stream and keel he could not say. When the tug reached Harlem Bay the hawser still hung over. Witnesses signalled to the "Likin" to have the boats brought down. Afterwards the "Likin" signalled to the "Travancore" to have the boats cast off from the "Likin" and that the latter was steaming towards the tug. When the "Likin" got within speaking distance a gentleman—who witness took to be the captain of the "Likin" said that the men would not go on board the "Travancore".

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DEATH OF MR. A. G. WARD.

A telegram was received in the Colony early yesterday morning, announcing the death of Mr. Arthur Gordon Ward, which sad event took place in the Shanghai Nursing Home on Saturday night. Mr. Ward, who left us here in Hongkong only as late as last March, recently fell ill with typhoid fever; but as it had been authoritatively stated that he was recovering from the attack, the news of his death came yesterday as a shock to his numerous friends. Mr. Ward was one of the best known men in Hongkong. As organist of the St. John's Cathedral here for six years previous to his going to occupy a similar post in Shanghai, and as the leader in nearly every branch of musical life in this Colony—the A.D.C., the Philharmonic concert, and occasionally at Government House—he was known by, and popular with, all classes of our residents. The funeral of Mr. Ward was held at his home in the Colony, a short four months since, testified to the general regret felt at his leaving us, as well as to the great loss he was to the musical life of Hongkong. We then said what was our loss was Shanghai's gain. His death at the early age of thirty-six, when his energies were at their prime, will now be regretted by the residents of both places. Deep sympathy is felt here for the mother, and brothers of deceased; it may be perhaps but poor consolation to relations at a distance, but it is certain that the mourning service at St. John's Cathedral yesterday (for it really was such) would certainly leave no doubt on the mind of any one as to the high esteem and affection in which Mr. A. G. Ward, the late organist of the Cathedral Church, was held by his many friends in Hongkong. The Burial Hymn "Now the labourer's task is o'er" was feelingly sung, most of the choir members being personal friends of their late choir-master; and the organist, Mr. D. M. Fuller, (who entered upon his duties yesterday) had the melancholy duty of playing the "Dead March in Saul" for Mr. Ward, his predecessor in the position of organist. The Rev. Mr. Jenkins, who was acting Chaplain in the absence of the Rev. F. T. Johnson, made a feeling reference to the memorial nature of the service. He said that Mr. Ward had been esteemed in Hongkong not only as a musician but also as a man—He was certain that a great many here would lament his loss and sincerely sympathise with those he had left behind.

Mr. Ward, as a cricketer, and some time the secretary of the H.K.C.C., was a familiar figure on the Cricket Ground, and represented Hongkong in most of the inter-port matches played of late years. In this connection, he will be greatly missed both here and in Shanghai.

Writing on July 5 our Shanghai correspondent says:—Considerable sympathy has been extended to Mr. A. G. Ward. He has been only a short time with us, but the kindness with which he has entered into amateur musical effort and the unsparring energy with which he has given up his own time have gained him many friends. Therefore, we watch his progress, during the attack of typhoid fever which kept him at the Nursing Home, with disinterested anxiety, and one and all wish him a speedy recovery. During his illness, Mr. Moule will take up his duties as Organist at the Cathedral.

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SINKING OF THE "PRINCESSE MARIE."

Remarkable Conduct.

The Singapore Free Press of July 3, has a long story of the sinking of the Danish steamer "Princesse Marie" by the Russian converted cruiser "Terek." Here are some of the particulars:—

The "Princesse Marie" left Singapore on June 17th for Yokohama and Kobe with a cargo of provisions and manufactured iron from Copenhagen and Antwerp. The voyage was uneventful till the afternoon of June 22, when a large steamer was sighted bearing down on the "Princesse Marie" from the eastward. As the stranger drew near she hoisted the Russian colours and fired a shot across the merchantman's bows as a signal for her to heave-to. The warship, for such the vessel proved to be, swept up to within a very short distance and one of the ship's officers who understands Russian read the name "Terek" on her bows.

This, according to the Russian statement was in 13.57 N. lat. and 113.15 E. long. The cruiser signalled that she was sending a boat, and soon an armed officer put off from her and pulled to the "Princesse Marie." They asked Captain Ingemann to accompany them on board their vessel, as they wished to lay the matter before their commander. On arrival on the "Terek" there was a long argument as to whether the "Princesse Marie's" cargo was contraband or not. The Russian commander and the majority of his officers appeared to be of opinion that the ship's cargo did not make her liable to seizure, but on this opinion being expressed a boyish-looking lieutenant who had taken a prominent part in the discussion lost his temper, and thumping his fist on the table declared that the ship should not be released. Finally he became so enraged that he shook his fist in his commander's face and declared in an insulting manner that if the "Princesse Marie" was released he would bring the matter before the Russian Government and have the commander punished. After a heated argument he brought the majority of his brother officers round to his view by saying that even if the cargo was not contraband and Russia had to pay a large sum in compensation, this was better than allowing such a valuable cargo to fall into Japanese hands.

The Russian officers then appeared reluctant to sink the steamer and discussed the feasibility of putting a prize crew on board her and navigating her to the Baltic. This the commander would not hear of, saying he could not allow his ship's crew to be so greatly weakened as the sending away of a prize crew would necessitate.

Captain Ingemann was awakened at day-break the next day, 23rd, and both ships which had been cruising slowly eastward were again hove to. The Russians then lowered all their boats and with Captain Ingemann in the first went aboard the "Princesse Marie." Whilst the Danes were getting their sea chests on deck the Russians spread themselves over the ship and began to loot her. They went into the saloons and cabins and each man helped himself to just what he fancied, and what they did not want they wanted destroyed. They brought a case of beer, of which there was plenty in the ship's holds, and partook of it in such quantities that a number soon got quite drunk. When one case was finished another was got out of the hold and opened without any remonstrance from the Russian officers.

The worst-fueled men appeared to take a fiendish delight in smashing everything they saw. In the saloon they broke all the crockery and even tore up the linoleum matting in shreds, whilst the cabins they wrecked entirely, smashing the mirrors and other toilet gear to atoms. Captain Ingemann was cut to the heart to see his beautiful new ship wrecked by a party of madmen.

In the engine room the Danish engineers had a similar experience. The Russians helped themselves to all the moveable fittings of the engines and then smashed them up with hammers. The steamer had a fine dynamo in her engine room and the chief engineer swore in his beard when he saw the damage wrought to it and the other machinery, though he knew the ship was to be sunk.

Meanwhile the more sober part of the crew got the "Princesse Marie's" steam winches going and clung all the provisions and liquor they could get easy access to into their boats and those of the "Princesse Marie," which they had lowered, for transference to the "Terek." They removed a large quantity of beer, wines, and tinned provisions, also a number of bags of sugar. At 2 p.m. they knocked off their work of plunder and preparations were made to sink the "Princesse Marie." Captain Ingemann and his crew were taken to the "Terek" and all the Russians, with the exception of one boat's crew, left the doomed steamer. To these the final act of destruction had been left. Apparently desirous of expending ammunition in sinking the steamer the Russians placed two mines aboard her—one at the bow and the other in No. 1 hold in such a position that it would blow a hole in the steamer's side and at the same time destroy the watertight bulkhead.

Wires connecting with the charges were then brought up on deck and over the side into the boat, which pulled away from the ship. When about one hundred yards away the connection was made and two muffled explosions came from the "Princesse Marie." She shook from stem to stern but no visible damage could be seen. Despite this, however, the vessel had received vital injuries, as could be seen from the rapid manner in which she began to settle down. The water appeared to be pouring into her from her holes made by the dynamite, and from her sea chests which the Russians, to make perfectly sure of sinking her, had opened before they took their departure. Rapidly the ship got deeper and deeper in the water and eighteen minutes after the explosion of the mines she went down by the head.

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THE CHINA MAIL.

Shipping.

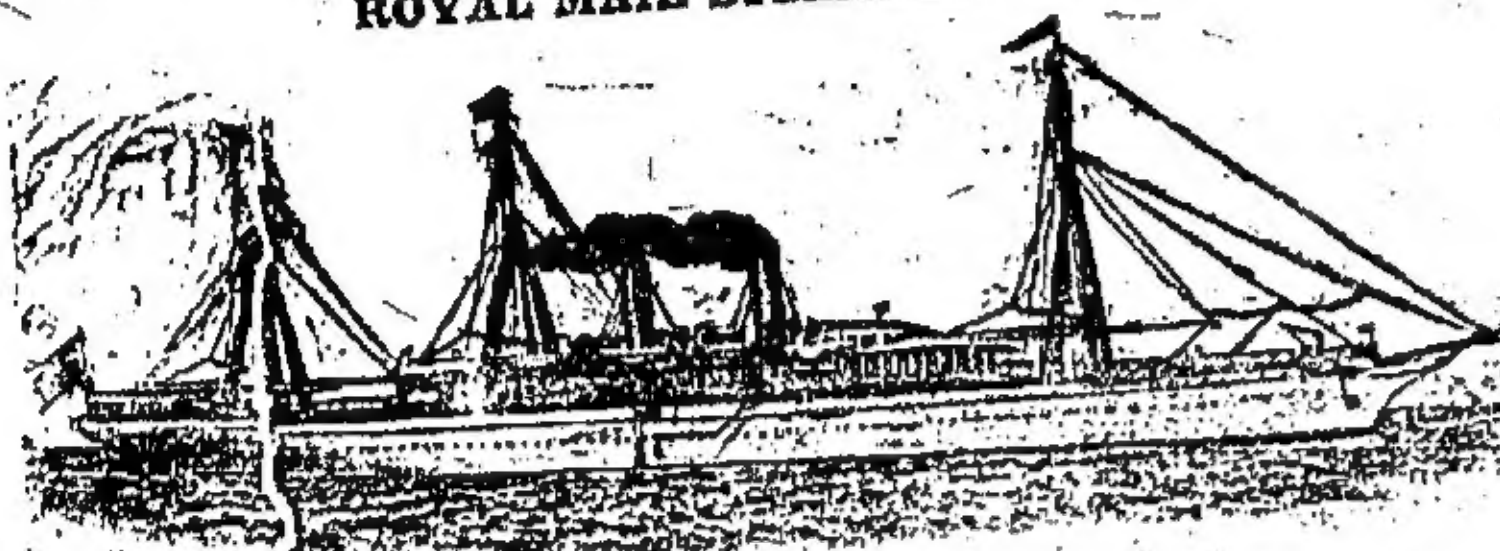
PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

named for	STEAMERS	TO SAIL ON	REMARKS
LONDON & ANTWERP, via	PALMA	About 12th July	Freight only.
MANILA, S'PORE, P'ANG, C'BO, PORT SAID, SUEZ & MARSEILLES	G.W. COCKBURN, R.N.R.		
SHANGHAI	COROMANDEL	About 12th July	Freight and Passage.
	G.M. MONTGOMERY, R.N.R.		
LONDON, &c.	SIMLA	Noon, 15th July	See Special Advertisement
	G.D. GOLDSMITH, R.N.R.		
LONDON & ANTWERP, via	JAVA	About 20th July	Freight and Passage.
S'PORE, P'ANG, C'BO AND PORT SAID	S. BARON		

For further Particulars, apply to L. S. LEWIS, Acting Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C. Sailing 3 to 7 days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

R.M.S. EMPRESS OF JAPAN, Com. R. P. YVES, R.N.R. 6000 Tons WEDNESDAY, July 12.

EMPRESS OF CHINA, Com. R. ARCHER, R.N.R. 3882 Tons WEDNESDAY, Aug. 2.

EMPRESS OF INDIA, Com. E. BERTHELM, R.N.R. 6000 Tons WEDNESDAY, Aug. 23.

TARTAR, Com. W. DAVIDSON, R.N.R. 4426 Tons WEDNESDAY, Sept. 13.

Hongkong to London, 1st Class, via St. Lawrence £60, via New York £82.

Intermediate on Steamers, £40.

1st Class Rail, £40.

1st Class Rail, £40.

THE magnificent 'EMPRESS' STEAMERS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, and make connection with the PACIFIC COAST LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. TARTAR AND ATHENIAN carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal ports and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further Information, Maps, Guides, Books, Rates of Freight and Passage, apply to D. F. BROWN, General Agent, PEDDER STREET, HONGKONG, July 5, 1905.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, MOBI, KOBE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL AT DAYLIGHT ON
NOMANTIA	4370	BRENNER	July 16, 1905.
ARABIA	4483	MEYERHOF	Aug. 6, 1905.
ARAGONIA	5198	SCHULTZ	Aug. 26, 1905.
NICOMEDIA	4370	WAGNER	Sept. 16, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY. Hongkong, July 8, 1905.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

For	STEAMERS	LEAVING
ANPING, via SWATOW AND AMOY.	PROMISE	SATURDAY, About 16th July.
TAMSUI, via SWATOW AND AMOY.	TRIUMPH	SUNDAY, 16th July, 8 a.m.
SHANGHAI, via SWATOW, AMOY AND FOCHOW.	FRITHJOF	THURSDAY, About 20th July.
TAMSUI, via SWATOW AND AMOY.	PROTEUS	SUNDAY, 23rd July, 8 a.m.

On account of the present state of political affairs, all the Company's New Steamers have been requisitioned for Transport Service, and the above-named chartered Steamers have been secured instead for maintenance of the Company's Coastal Services. As soon as the state of Affairs permit the Company will resume running with its specially designed new Steamers.

Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports. For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, July 10, 1905.

NORTHERN PACIFIC LINE. BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.O. AND TACOMA VIA HOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
PLENADES	3763	F. G. Purinton	About July 12.
SEAWIND	3608	E. V. Roberts	About July 20.
TREMONT	3606	T. W. Garlick	About Aug. 8.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND COUSINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The Twin-screw s.s. Seawind and Tremont are fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures readiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information, apply to

Dodwell & Co., Limited, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, June 26, 1905.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED, AND

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	PATROCLUS	14th July.
GLASGOW AND LIVERPOOL	PARKING	18th July.
GLASGOW AND LIVERPOOL	ACHILLE	21st July.
GLASGOW AND LIVERPOOL	ANTHON	24th August.
GLASGOW AND LIVERPOOL	MACHON	4th August.
GLASGOW AND LIVERPOOL	ORSTES	5th August.
GLASGOW AND LIVERPOOL	ULYBES	9th August.
GLASGOW AND LIVERPOOL	COORAGE	9th August.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP, via HIRON		18th July.
* GENOA, MARSEILLES & LIVERPOOL, via TELEMACHUS		18th July.
LONDON, AMSTERDAM & ANTWERP, via AJAX		1st August.
LONDON, AMSTERDAM & ANTWERP, via IDOMENEUS		16th August.
* GENOA, MARSEILLES & LIVERPOOL, via STENTOR		20th August.
LONDON, AMSTERDAM & ANTWERP, via PARKING		28th August.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH THE NORTHERN PACIFIC RAILWAY CO. AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and KEKUC		17th July.
all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA, via MACHON		7th August.

WESTWARD.

From	STEAMERS	Due
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	TELEMACHUS	15th July.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, July 7, 1905.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI & CHINKIANG	SHANGHAI	11th July.
MANILA	SUKIANG	11th July.
HOLO	HUPA	13th July.
CHEFOO & NEWCHANG, via DARWIN, MANILA, ZAMBONGA, COOROW, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHINGTU	14th July.
OSU & HOLO	KAIFONG	14th July.
ROBE	TAIWAN	16th July.
SWATOW, WEIHAWEI, CHEFOO	CHILI	18th July.

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.

A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, July 10, 1905.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light—Perfect Cuisine—Surgeon and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
RUBI	2540	A. H. Notley	Manila	July 15, at Noon.
ZAFIRO	2540	R. Rodger	Manila	July 22, at Noon.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.

Hongkong, July 10, 1905.

HONGKONG—NEW YORK. AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL. (With Liberty to call at the Malabar Coast).

Steamship	Tons	Captains	To Sail
S.S. INDRAWADI			About 31st July.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, June 29, 1905.

REGULAR STEAMSHIP SERVICE TO NEW YORK, via PORTS AND SUEZ CANAL.

With Liberty to call at Malabar Coast. Proposed SAILINGS FROM HONGKONG.

STEAMERS	TO SAIL
ST HUGO	About Aug. 4.
SHIMOSA	To follow.

For Freight and further information, apply to DODWELL & CO., LTD. Agents.

Hongkong, July 6, 1905.

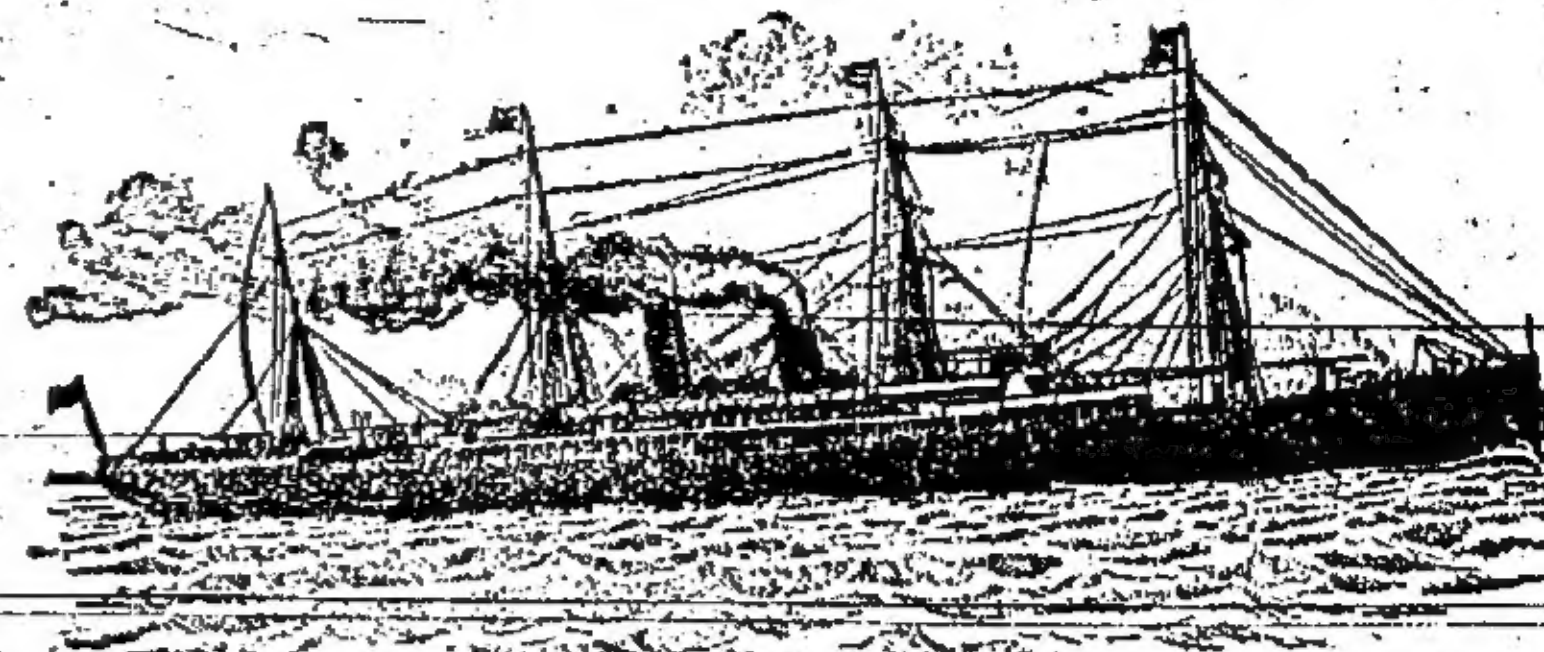
Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



Only line taking the warm Southern Route across the Pacific, via HONOLULU on OAHU, on the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	TO SAIL
MONGOLIA	13,630 Gross Tons, TUESDAY, 18th July, at Noon.
CHINA	5,000 " FRIDAY, 28th July, at Noon.
DORIC	4,784 " FRIDAY, 11th Aug., at Noon.
MANCHURIA	13,639 " FRIDAY, 18th Aug., at Noon.
KOREA	11,276 " FRIDAY, 1st Sept., at Noon.
COPTIC	4,382 " TUESDAY, 12th Sept., at Noon.
SIBERIA	11,384 " TUESDAY, 26th Sept., at Noon.

Record Trip Yokohama to San Francisco made by s.s. KOREA, 11,276 tons, Oct. 18th-23rd, 1902; 10 days, 15 hours.

THE P. M. Steamship MONGOLIA will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, (INLAND SEA) YOKOHAMA, and HONOLULU on TUESDAY, the 18th July, at Noon, taking Freight for the United States, and Europe. Passengers are allowed to break their journey at any point en route.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Island Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

For further Information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS, HONGKONG, July 6, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	TO SAIL
SHANGHAI	KWONGSANG	TUESDAY, July 11, at 3 P.M.
MANILA	LOONGSANG	FRIDAY, July 14, at 4 P.M.
SINGAPORE, SOURA, BATA & SAMARANG	HINSANG	FRIDAY, July 14, at 3 P.M.
TIENSIN	WOSANG	MONDAY, July 17, at 3 P.M.
SINGAPORE, PENANG, AND CALCUTTA	LANSANG	TUESDAY, July 18, at 3 P.M.

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, July 6, 1905.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to DURBAN, NATAL.

THE following Chartered Steamers will run at intervals of about 3 Weeks:—

STEAMERS	CAPTAINS
S.S. SWANLEY	Captain J. P. DAWSON.
S.S. COURTFIELD	J. W. MARTIN.
S.S. CRANLEY	W. E. STELL.
S.S. IKBAL	M. ROBERTSON.
S.S. ASCOT	O. E. COX.
S.S. LOTHIAN	J. G. WILLIAMSON.
S.S. INKUM	E. S. PEARSE.
S.S. SIKH	J. ROWLEY.
S.S. GORRA	GEORGE SHEPHERD.
S.S. INDRAJAMA	R. P. CRAYEN.
S.S. INDRAVELLI	J. COLLINGRIM.
S.S. SEALDA	Geo. BROWN.
S.S. CATHERINE PARK	DEAN.
S.S. INKULA	

For Freight, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, February 9, 1905.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE-FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship TONKIN, Captain CHAMBERLAIN, will be despatched for the above Ports on or about TUESDAY, the 11th inst.

G. DE CHAMPEAUX, Agent.

Hongkong, July 4, 1905.

MESSAGERIES MARITIMES. FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN, AND BLACK SEA PORTS.

THE Steamship OCEANIAN, Captain COUET, will be despatched for MARSEILLES on TUESDAY, the 11th July, 1905, at 1 P.M.

Passage Tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next Sailing will be as follows:—S.S. TOURANE, August 26, 1905. S.S. TONKIN, August 8, 1905. S.S. ARMAND BERTHE, August 22, 1905.

G. DE CHAMPEAUX, Agent.

Hongkong, June 27, 1905.

Shipping.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship LIGHTNING, Captain J. G. SPENCER, will be despatched for the above Ports on TUESDAY, the 11th inst., at Noon.

For Freight or Passage, apply to D. SASSOON & Co., Ltd., Agents.

Hongkong, July 6, 1905.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship AUSTRALIAN, Captain McARTHUR, will be despatched for the above Ports on WEDNESDAY, the 12th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light. A fully qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, June 15, 1905.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK AND BOSTON. With Liberty to call at the Malabar Coast.

THE Steamship AFGHAN PRINCE, Captain MAQFARLANE, will be despatched for the above ports on or about WEDNESDAY, the 12th July.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, June 28, 1905.



STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN, AND SOUTH AFRICAN PORTS.

THE Steamship SIMLA, Captain F. R. SUMMERS, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 16th July, at Noon, taking Passengers and Cargo for the Company's s.s. Marmora, 10,600 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Sik and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for Bombay, &c., will be conveyed from Bombay by the R.M.S. Arabia, due in London on the 27th August.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to I. S. LEWIS, Acting Superintendent.

Hongkong, July 1, 1905.

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR TRIESTE Direct, Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEEN, SUEZ AND PORT SAID.

(Taking cargo at through rates to the Brazils, to South Africa, Persian Gulf, Red Sea, Black Sea, Levant, Venice and Adriatic Ports).

THE Company's Steamship CHINA, Captain TOMASOVICH, will be despatched as above on SATURDAY, the 29th July, P.M.

This Steamer has capital accommodation for passengers, Electric Light and carries a Doctor.

For information as to Passage & Freight, apply to SANDELL, WIELER & CO., Agents.

Princes' Building, Hongkong, July 7, 1905.

'SHIRE' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON AND STRAITS.

THE Steamship DENBIGHSHIRE, Captain W. A. EVANS, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF AND GODOWN CO., LTD., at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst. at 2.30 p.m.

No Five Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, July 8, 1905.

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